

CHAPTER SIX Land-Use Analysis Program

A CMP must contain a program to analyze the impacts of land-use decisions made by local jurisdictions on regional transportation systems.¹ The program must generally be able to estimate the costs associated with mitigating those impacts, as well as provide credits for local public and private contributions to improving regional transportation systems.

The law does not change the role of local jurisdictions in making land-use decisions or in determining the responsibilities of project proponents to mitigate possible negative effects of projects. However, the CMA has the ability to apply certain sanctions, as described in Chapter 8, if the local agency does not comply with the requirements of the law.

The intent of the land-use analysis program is to:

- better tie together local land-use and regional transportation facility decisions;
- better assess the impacts of development in one community on another community; and
- promote information sharing between local governments when the decisions made by one jurisdiction will have an impact on another.

The land-use analysis program in Alameda County is a process designed to improve upon decisions about land-use developments and the investment of public funds on transportation infrastructure in Alameda County. It is intended to provide a quick and efficient service by maximizing the intergovernmental contacts before major land-use development decisions are completed. To work best, the CMA is involved at the very early stages of the land development process. The process is intended to work in a positive, cooperative fashion that supports the needs of local, county, regional and state governments.

WHAT'S INCLUDED IN THE LAND-USE ANALYSIS

As noted above, the state requires the land-use program to assess the impacts of land development on "regional transportation systems". In the 1991 CMP, it was presumed that the roadway system designated in the CMP was the highway/street component of this regional transportation system.

With the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991, MTC was required to develop a Metropolitan Transportation System that included both transit and highways. MTC contracted with the congestion management agencies in the Bay Area to help implement the federal legislation and to use the CMPs to link land-use decisions to the Metropolitan Transportation System.

Therefore, a distinction is made between the CMP network that is used for monitoring conformance with the level-of-service standards (see Chapter 3) and the Metropolitan Transportation System that is used for the CMP's land-use analysis program. By using the Metropolitan Transportation System for the land-use

¹ California Government Code Section 65089(b)(4)

analysis program, impacts on the CMP-designated system will continue to be identified, since it is a subset of the Metropolitan Transportation System. The broader definition of "regional transportation systems" will encourage early identification of impacts on a larger system of roadways and explicitly include transit system impacts. Proactive responses to these early identifications of impacts may occur during corridor or areawide studies, during the preparation of local or regional capital improvement programs, or during the environmental review of specific land developments and transportation improvements.

The CMA acts as a resource to local governments in analyzing the impacts of proposed land-use changes on regional transportation systems. This includes providing the travel-demand model to produce forecasts for proposed general plan amendments and other large-scale developments if the local jurisdiction publishes a Notice of Preparation for an environmental impact report. CMA staff could be involved in discussing impact assessment approaches and impacts on the Metropolitan Transportation System. The California Environmental Quality Act already provides a framework for such assessments. The CMP process makes maximum use of the California Environmental Quality Act process, while also filling in some gaps that the Act may not address.

Credits

Some cities within Alameda County charge traffic-impact fees to pay for road improvements. The Tri-Valley Transportation Council approved a sub-regional traffic mitigation fee in early 1999. The fee is applied to regional transportation improvements in the Tri-Valley Transportation Expenditure Plan. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation projects in the city of Livermore. If such an areawide traffic- and/or transit-impact fee is adopted in the future, it will include a system of credits, so that developments that have paid once for a regional traffic (and/or transit) improvement will not be unfairly "double billed" for contributions to the same improvement. Credits for some local impact improvements may also be considered.

LAND DEVELOPMENT PROJECTS SUBJECT TO REVIEW

The purpose of the CMA review is to assure that regional impacts are assessed, that appropriate mitigations are identified, and that an overall program of mitigations can be implemented. For purposes of the land-use program, the Metropolitan Transportation System is used to assess transportation impacts of land-use development.

The CMA will review transportation analyses of proposed land developments when a general plan amendment and/or an environmental impact report are required. For environmental impact reports, the CMA will review and comment appropriately on notices of preparation, draft, supplemental and final documents. A description of each of these follows.

General Plan Amendments

The 1993 CMP identified general plan amendments as the most appropriate stage of review to consider, for these reasons:

- General plan amendments are normally processed well before any construction takes place. This provides more time for transportation impacts to be analyzed and mitigated than would be available if the review took place closer to actual project construction.
- General plan amendments may only be considered by a city or county four times during any calendar year, by state law. This reduces the complexity and effort involved in CMA review.
- Most (but not all) general plan amendments are of a significant size.

Projects Consistent with Existing General Plans

In cases where development occurs consistent with existing general plan guidelines, general plan amendments are not the most relevant unit of impact analysis. In those cases, timing becomes the key factor. If decisions about transportation infrastructure investment occur at a slower pace than land development, the result can be deterioration in level of service on the existing system. Large-scale projects that are consistent with existing general plans, but which may impact the regional transportation system, often require the preparation of an environmental impact report.

In February 1995, the CMA adopted the following policy for addressing large-scale development projects that are consistent with a general plan:

All notices of preparation of environmental impact reports be forwarded to the CMA for comparison with the 100-trip threshold and, if exceeded, the CMA will review and comment including requests for consideration of transportation impacts and mitigation measures to metropolitan transportation system facilities in the same manner as the current policy for general plan amendments.

Development Sponsored by Agencies Other than Local Jurisdictions

The congestion management statute requires that the CMP include a program to analyze the impacts of land-use decisions made by local jurisdictions on the regional transportation system. For purposes of the CMP, local jurisdiction is defined as a city, county, or a city and county. However, other agencies such as colleges, universities, the Port of Oakland and federal facilities (Lawrence Livermore National Laboratory, for example) also have land-use discretion which could affect the operation of the Metropolitan Transportation System.

Development sponsored by state or federal agencies does not require local permitting approval and thus the CMA may not be notified of pending development. In order to correct this, for projects that meet the threshold requirements and require an environmental impact report/environmental impact study, it is the policy of the CMA to request these agencies to submit environmental documents for CMA review and comment.²

² For purposes of compliance with the Land-Use Analysis Program, the Port of Oakland is considered a governmental subdivision of the city of Oakland. Thus, the Port shall be required to submit environmental documents to the CMA for review and comment subject to meeting the threshold criteria and preparation of an environmental impact report/environmental impact study.

DEVELOPMENT REVIEW PROCESS

The tiered land-use analysis process described below applies to general plan amendments (Tier I[a]) and notices of preparation for environmental impact reports for projects consistent with the general plan (Tier I[b]). Screening criteria are described below. A summary of the Tier 1 requirements is presented in Table 14, while the development review process for Tier I is shown in Figure 11. The method of analysis is further detailed in the Land-Use Analysis (CMP Technical and Policy Guidelines), which is incorporated into the congestion management program, by reference.

The CMA will be responsible for determining whether an application meets the 100 p.m. peak-hour trip-generation threshold criteria. The p.m. (afternoon) peak hour was chosen because in most Alameda County cities, traffic is worse in the p.m. peak hour than in the morning or weekend peak periods. The 100-trip threshold was chosen because it is the level at which most cities ordinarily require a traffic impact study to be prepared. Examples of projects that can generate 100 or more p.m. peak hour trips are: 100 or more single-family homes, 165 apartment units or 135 hotel rooms, or more than 45,000 gross square feet of office space. It must be noted that such projects, when part of a proposed general plan amendment, would only qualify for review if they generated 100 *more* p.m. peak-hour trips than the existing land-use designation.

Tier I (a) — General Plan Amendments

This tier involves a review by the CMA of general plan amendments, concurrently with the city's or county's approval process. Analysis at the general plan amendment stage, rather than at the project stage, allows cities to proactively plan development, taking into account regional transportation impacts and providing ways to finance transportation costs in advance of development proposals at the tentative map stage or later. Every application for a general plan amendment will be forwarded to the CMA for review.

The CMA will review the impacts of the proposed general plan amendments on the Metropolitan Transportation System through existing environmental review processes conducted by the local agencies. Upon receiving the initial general plan amendment application, the local agency will forward the general plan amendment proposal to the CMA consistent with the Technical and Policy Guidelines (see Appendix G). The local agency will analyze the data and identify any necessary mitigations as part of the environmental process.

Local jurisdictions are responsible for modeling the proposed general plan amendment using the most recent CMA-certified travel-demand model. The local agency will then send the environmental document to the CMA for a 30- to 45-day review and comment period. The local agency will send a copy of both the draft and final decision/notice of determination to the CMA, so that the data may be incorporated into the countywide travel model's land-use database, thus keeping it current.

Figure 11 — Review Process for Assessing the Impacts of Local Land-Development Decisions on the Transportation System

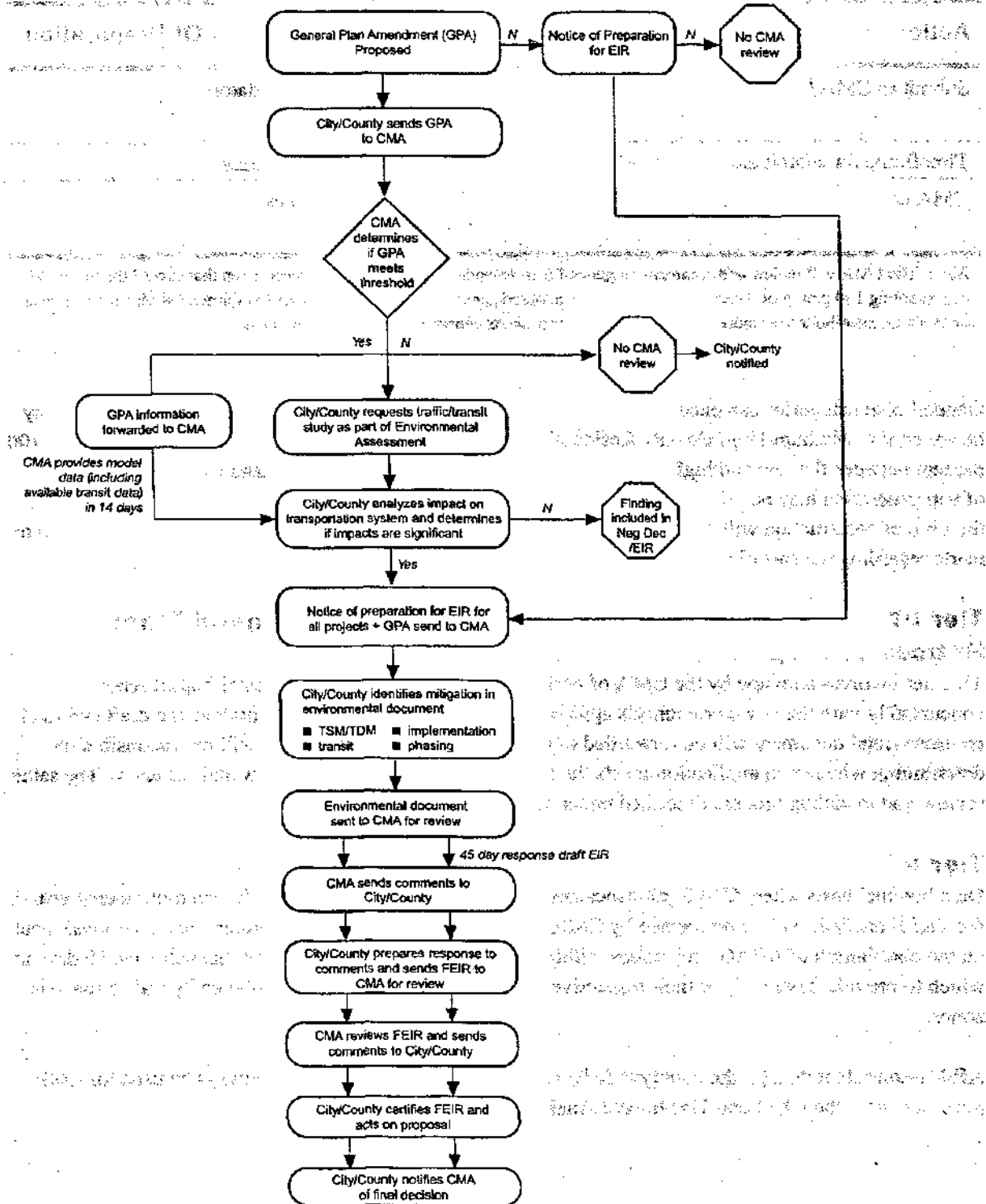


Table 14 — Land-Use Analysis Program Tier I Requirements

Action	General Plan Amendments	Notices Of Preparation
Submit to CMA?	Mandatory	Mandatory
Timeframe for submittals	Ongoing	Ongoing
CMA comments?	Yes	Yes

Note: The CMA will review and comment on general plan amendments and notices of preparation that exceed the threshold of generating 100 p.m. peak-hour trips more than the adopted general plan land-use designation for general plan amendments or 100 p.m. peak-hour trips more than existing uses for projects consistent with the general plan.

General plan categories can encompass a fairly wide range of trip generators. For example, a parcel may be zoned for "Medium-High Density Residential, 16-30 units per acre". There is a variation of almost 100 percent between the low and high ends of the allowable density. A variety of land uses with a wide range of trip generation may be allowed within a single zoning designation. In both cases, market conditions at the time of construction will dictate the actual uses, but until then, reasonable assumptions will have to be made regarding the specific trip generation characteristics input to the model.

Tier I(b) — Large-Scale Projects Consistent with General Plan: Notices of Preparation

This tier involves a review by the CMA of notices of preparation of environmental impact reports, concurrently with the city's or county's approval process. Every notice of preparation and draft and final environmental document will be forwarded to the CMA for review. The CMA will be responsible for determining whether an application meets the threshold criteria for CMA review and comment. The same review and modeling process described under Tier I(a) applies to Tier I(b).

Tier II

On a biennial basis when ABAG publishes new land-use projections (typically for even-numbered years), the Tier II analysis will be performed by CMA staff based on ABAG's latest projections, with local input on the distribution of ABAG projections within each jurisdiction. Local jurisdictions will have 60 days in which to provide input on how their respective ABAG projections will be distributed by traffic analysis zones.

ABAG-consistent data (at the countywide level and for each jurisdiction) will always be used for CMP purposes other than the Land-Use Impact Analysis Program.

RESPONSIBILITY FOR MODELING

The current countywide model is updated to reflect ABAG's forecasts in *Projections 2002* for base years 2010 and 2025. A major model update is underway at the time of printing the report, and the new model will be based on MTC's regional model and will use ABAG's *Projections 2005*. The CMA Board amended the CMP requirements on March 26, 1998, so that local jurisdictions are now responsible for travel-demand modeling. The countywide model agreement between the jurisdiction/agency and the CMA is required before the model information can be released to the jurisdiction/agency or its consultant.

AREAWIDE TRAFFIC IMPACT MITIGATION FEES

An areawide traffic impact fee and/or revenue measure such as one establishing an assessment district could generate funds necessary to plan for and implement transportation mitigation measures related to land development. The fee could be collected and expended in specified zones within the county. Traffic impact fees are contemplated in the CMP law as a proactive method of addressing transportation needs arising from land development. Such fees or measures could be negotiated as part of the corridor/area management planning process described later in this chapter.

In 1996, the CMA completed a feasibility study for a countywide or areawide traffic mitigation fee as an approach to address the impacts of land development on the regional transportation system. The study evaluated the advantages, disadvantages, opportunities and constraints of implementing traffic impact mitigation fees on a multi-jurisdictional basis.

The study recommended that the CMA not proceed with an areawide traffic impact fee at that time because, among other things, there was not enough strength in the local economy to support higher fee levels, coupled with concern that a new fee would constrain growth, particularly in urban areas where redevelopment projects already face higher costs than in suburban areas.

The study did recommend that the CMA adopt the following policies:

- support agreement among local jurisdictions to adopt an areawide fee within a planning area;
- identify projects of countywide significance; and
- consider integrating adoption of a countywide fee with a campaign for a sales tax extension or gas tax increase so that the development community and the voters each see a benefit in sharing costs with the other.

Since the study was completed, the Tri-Valley Transportation Council has adopted an areawide traffic fee, and Measure B was passed by Alameda County voters.

The CMA intends to re-evaluate the feasibility of Countywide or area-wide impact fees as part of the MTC-CMA Transportation and Land Use Work Program.

JOBS/HOUSING BALANCE

Two-Phase Approach

A current public policy trend in California is to encourage communities to seek a balance between jobs and housing in order to reduce traffic congestion. Ideally, achieving such a balance would allow workers to live near their jobs. Day-to-day trip attractions—such as stores, banks, dry cleaners or child care—would also be within walking or biking distance of housing and jobs. Some have argued that shortening the length of trips would reduce the number of trips on the regional transportation system, improve air quality by reducing VMT and allow more travelers to walk or bicycle to their destinations.

The 1991 CMP acknowledged the controversy associated with the concept of jobs/housing balance. In response, that CMP took a two-phase approach. Phase I, carried out during fiscal year 1992-93, included a literature search and the development of a working definition of jobs/housing balance. Phase II, implemented during fiscal year 1993-94, involved further development of possible jobs/housing balance strategies identified as part of the Phase I study.

Phase I Conclusions

The Phase I Report entitled "Jobs/Housing Balance and Other Strategies for Coordinating Transportation and Land Use" (March, 1993) concluded that, at least under current conditions in the Bay Area, the concept of a community-based workforce is not realistic, and that "it is unlikely that a local or countywide effort to balance jobs and housing would produce significant congestion relief."

Phase II Work Program

The Phase I report recommended two alternative strategies that may prove more effective in coordinating community development and transportation investment than the establishment of jobs/housing balance ratios. During fiscal year 1993-94, in conjunction with the preparation and adoption of the Alameda County *Countywide Transportation Plan*, CMA staff worked with the CMA Board and ACTAC to further develop these strategies based on the following concepts:

- The CMA should support, where appropriate, local plans to enhance the productivity of transit investment through such measures as supportive zoning, urban design/planning, and development approvals.
- The CMA should give investment priority to those highway and transit operational improvements and major capital projects that are identified in the corridor/areawide management planning process.
- At the same time, the CMA recognizes that land-use planning is solely the purview of local governments.

A corridor/areawide transportation management planning process was adopted by the CMA in May 1994 and is described in the Alameda County *Countywide Transportation Plan*. The process is based on the principle of cooperative planning and coordinated action by local governments, Caltrans, transit agencies, the CMA and MTC. Together, the corridor/area management participants address how to:

- reconcile the competing demands that local and long-distance traffic make on the capacity of the freeway system;
- reconcile continuing population and employment growth with the finite capacity of the freeway system;
- reconcile the movement of people and goods;
- prevent pass-through traffic from using local streets;
- reconcile high-occupancy vehicle lanes with plans to meter freeway ramps;
- pair ramp metering with geometric metering at gateways to the metropolitan area; and
- coordinate the operation of freeways and parallel arterials and when and where to rely on transit as a corridor's primary strategy of traffic management.

TRANSIT-ORIENTED DEVELOPMENT

BART, the local jurisdictions and community groups in Alameda County support opportunities for transit-oriented development. Transit-oriented development provides high-density mixed-use and pedestrian-oriented development accessible to transit and other non-motorized forms of transportation. It focuses on establishing mixed uses such as combining employment, residential and retail town centers near transit hubs to provide intermodal opportunities (e.g., BART, bus, autos, bicycling, walking) to reduce reliance on single-occupant vehicles. Examples of completed transit-oriented development projects are the Fruitvale BART Transit Village in Oakland and the downtown Redevelopment Program and the Cannery Area in Hayward. Projects either underway or included in the long range transportation plan in Alameda County are the MacArthur BART Intermodal Transit Village in Oakland, the BART Transit Village in San Leandro, and the two BART transit villages in Dublin.

In support of transit-oriented development, the CMA and MTC have set aside Transportation for Livable Communities funds to be used as an incentive to local agencies that support and expedite the approval of transit-oriented development within their jurisdiction.

REGIONAL AGENCIES SMART GROWTH STRATEGY

ABAG—in conjunction with BAAQMD, the San Francisco Bay Conservation and Development Commission, MTC, the Regional Water Quality Control Board, and the Bay Area Alliance for Sustainable Development completed the Regional Alliances Smart Growth Strategy Bay Area Alliance for Sustainable Development Regional Livability Footprint Project. The overall goal was to achieve support among public officials, civic leaders and stakeholder organizations for a preferred land-use pattern that will inform decision-makers on how the Bay Area could grow over the next 20 years. The study resulted in SMART Growth Projections 2003 which focuses development in the urban core. Projections '03 land use has been used for update of the Regional Transportation Plan in 2005.

Regional Transit Expansion Program (Resolution 3434)

The Regional Transit Expansion Program adopted by MTC in 2001 as Resolution 3434 identifies the regional commitment to transit investments in the Bay Area. The \$11 billion investment in new rail and bus projects will improve mobility and enhance connectivity for residents in Alameda County and the Bay Area.

MTC recently amended Res. 3434 in July, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies. There are three key elements of the regional TOD policy:

- Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design and other key features in a TOD; and
- Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

This policy is relevant within Alameda County for the following transit extensions:

- BART to San Jose
- Dumbarton Rail
- Ferry service extensions in Alameda and Berkeley
- AC Transit Bus Rapid Transit in Berkeley/Oakland/San Leandro

The CMA is working with the local jurisdictions, transit providers, congestion management agencies in adjoining counties, ABAG and MTC to address the policy in these corridors.

A companion resolution, Resolution 3357, articulates rail extension and improvement criteria and regional express bus and rapid bus program criteria. These criteria shall be considered during the funding process for the identified transit projects. The land use component of the criteria is included in the T Plus Work Program as noted below.

MTC-CMA Work Program for Integrating Transportation and Land Use – "T Plus"

In April 2003, MTC in partnership with the Bay Area CMA's, adopted a work program to better integrate transportation and land use. The program has been initiated in FY 2003-04 and includes the following tasks: administration of Transportation for Livable Communities; Smart Growth Policy Development and Program Implementation; Actions to support Resolution 3434 – Regional Transit Expansion Program, Mitigation Programs and various workshop and training efforts. A Task Force composed of staff from local jurisdictions, transit operators, MTC, ABAG and Caltrans is working with the CMA to implement the program. The CMA Board adopted policies relating to SMART Growth and Transit Oriented

Development in 2004. Policies were included in the Countywide Transportation Plan Implementation measures and are being amended in to the CMP, as appropriate.

RELATIONSHIP TO CALIFORNIA ENVIRONMENTAL QUALITY ACT

Under the California Environmental Quality Act, local governments still have lead agency responsibility for preparing environmental impact reports and conducting the associated transportation analyses. Local governments are responsible for proposing and analyzing methods to reduce negative effects on the transportation system. The CMA will comment throughout the environmental impact report process, keeping local governments informed about the adequacy of the analyses and approving the use of any local or subarea transportation models used, or providing the local agency with access to information from the countywide travel model on cumulative impacts of projects.

In the case of smaller projects, local governments may wish to require project proponents to enter an agreement to provide a "fair share" portion of the mitigation for a cumulative impact. This addresses the legislative requirement that the CMP must be able to estimate the costs associated with mitigating transportation impacts.

Environmental documents will typically identify mitigation for the impacts of the proposed project. Two questions arise relative to mitigation proposals in environmental documents:

- Are the mitigation measures adequate to sustain the service standards in the CMP?
- Are the mitigation measures fully funded? If the environmental document shows full funding of mitigation measures, is the project sponsor expecting state or federal funding for all or a portion of the measures?

If transportation mitigation measures are inadequate and/or are under funded, there may be significant implications for the regional transportation system. Either might result in failure to meet the level-of-service standards, which could jeopardize local government CMP conformance if an adequate deficiency plan is not prepared. Furthermore, an environmental document may rely on state or federal funding of mitigation measures. Such funding may not be consistent with CMA project funding priorities. The CMA's policy regarding mitigation measures is:

- Mitigation measures must be adequate to sustain CMP roadway and transit service standards.
- Mitigation must be fully funded to be considered adequate.
- Mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities of the CMA established in the Capital Improvement Program (CIP) section of the CMP, financially constrained investment program of the *Countywide Transportation Plan* and the *Regional Transportation Plan*, or the *Federal Transportation Improvement Program*.

In addition, it is the CMA's intent to use the corridor/areawide management planning process as adopted in the *Countywide Transportation Plan* to identify needed mitigation measures and for linking its funding decisions to needed mitigations.

Where disputes arise between two agencies as a result of the potential impacts of a project, the CMA may act as a mediator, if requested by one of the parties involved. Under the intent of the law, the CMA will require local agencies to establish a program for securing funding to mitigate the transportation impacts of their land-use decisions. The mitigations and funding sources may be the same as, but not limited to, those proposed in the California Environmental Quality Act process.

Techniques other than using the countywide travel model are available for assessing possible transportation impacts on the Metropolitan Transportation System. These techniques are documented in the *HCM*, and may be used, at the local jurisdiction's option, to help assess the impacts on the Metropolitan Transportation System even when such analysis is not required by the CMA. The local jurisdiction may want to do this to assure itself that a given project approval will not endanger its compliance with the CMP service standards.

RELATIONSHIP TO TRANSIT

Overview

To fully address the relationship between land-use development and its impacts on the regional transportation system, we must recognize the role that transit operators can play in the land-use planning and approval processes in Alameda County. Through the CMP process, local jurisdictions can be encouraged to develop and maintain a transit component of their general plan circulation element. Also, local jurisdictions can provide a forum for the transit operators to participate more actively in land-use decisions.

Policies

The CMA encourages local jurisdictions to:

- consider transit impacts of new developments as part of site "traffic" impact studies.
- include documentation of existing ridership and loads on transit lines serving new development, and assessing the impacts on usage (additional trips) on those lines in their environmental impact analysis process.
- require transit mitigation of new developments, for both capital improvements and possibly operational costs, if transit services need to be added or enhanced due to new development.
- include a transit section in their general plan circulation element; AC Transit's "Designing with Transit", can assist in the development of this section.
- include the appropriate transit operators in the land development review process; AC Transit's "Designing with Transit" should be used to increase transit use to the site through appropriate design treatment.

- use transit as a mitigation measure for traffic and air quality impacts, in conjunction with the efforts of the transit operators; this could be accomplished through transit subsidies to employees and parking charges.
- promote new development along existing and funded new transit routes.
- reduce parking requirements for development that occurs along existing transit services.
- coordinate traffic signals within their own jurisdictions and with other jurisdictions on arterial streets served by transit, and provide traffic signal priority for buses on major bus routes.
- consult with appropriate transit operators before placing bus pullouts on major bus routes.

Environmental Assessment Checklist

Local jurisdictions can use the following environmental assessment checklist for guidance regarding design elements in development proposals that could facilitate the provision of transit services. The list has been divided into two sections, one that addresses development in areas with transit services, and one that covers developments that occur in areas without transit service.

This list is not intended to cover all aspects of every development, nor is it intended to replace transit operator review of specific environmental documentation. Greater detail on these and other design issues can be found in the two AC Transit documents referenced earlier.

Development Near Transit Services

- Transit planners consider one-fourth of a mile on either side of a bus line or transit station the prime "catchment" area for that line. This general rule should be applied to determine if a development is "near" transit services.
- The number of trips generated by the project and its impact on the existing transit service need to be addressed. If the trip generation cannot be absorbed with the current transit capacity, the environmental document should address ways of mitigating these impacts.
- Pedestrians must have access between the transit service and the development. The site plan should provide good access between buildings and from buildings to the transit stops. Sidewalks should be provided on both sides of all streets to provide access to bus stops. Sidewalks and curb cuts at intersections should be designed for handicapped accessibility. Designs should avoid requiring pedestrians to walk through parking lots to access transit service.
- Where the environmental document raises the possibility of private shuttle services, an analysis of the cost of providing this service versus subsidizing existing transit service needs to be included.

Areas without Transit Services

An environmental review of a development that occurs in an area without transit service should be extensive, in order to avoid a design which precludes the extension of transit services.

- The number of trips should be assessed from the standpoint of the possible demand generated for new transit services. If the development is significant enough to create a strong demand for services, the environmental review should address a funding mechanism for the service. No statements should be made regarding the possible extension of transit services without consultation with the affected transit operator(s).
- Traffic lanes must be at least 11 feet wide to provide for satisfactory bus operation.
- Sidewalks should be provided.
- Intersection turning radii: It is desirable to have a corner radius of 30 to 55 feet (based on proximity of curb parking) in order to expedite right turns to and from through lanes.
- Roadway grades: Roadways prepared for bus service should have grades equal to or less than 12 percent for both uphill and downhill operations. Grades of eight percent or less are desirable.
- Traffic Index for Pavement Design: In order for the streets in a development to support bus traffic, their traffic index should be at least 8.0.
- A continuous, safe bicycle path system, including support facilities such as lockers should be considered.

COMPLIANCE AND CONFORMANCE

The CMA is responsible for monitoring conformance with the adopted CMP.³ Among the requirements, each city and the county must have adopted and be implementing a land-use analysis program. While the CMA does not have the authority to approve or deny local developments, it may find the local jurisdiction in non-conformance.

At the time of the finding, the CMA would provide recommendations for corrective actions. If after 90 days the local jurisdiction is still in non-conformance, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination.

The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program.

If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance, the withheld Proposition 111 funds will be released. If after the

³ California Government Code Section 65089.3

12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

If a proposed development was specified in a development agreement entered into prior to July 10, 1989, then it is not subject to any action taken to comply with the CMP, with the exception of those actions required for the trip-reduction and travel-demand element of the CMP.⁴

In some cases the CMA may find that additional mitigation measures are necessary to prevent certain segments of the CMP-designated system from deteriorating below the established level-of-service standards, before a conformance finding is made. In such cases, the CMA will require the local jurisdiction to determine whether the additional mitigation measures will be undertaken as a condition of project approval, or whether they will be implemented as part of a deficiency plan for the CMP system segments affected.

LOCAL GOVERNMENT RESPONSIBILITIES

Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land-use decisions:

- responsible for modeling, using the most recent CMA-certified travel-demand model, all general plan amendments and large-scale projects consistent with general plans that meet the 100 p.m. peak-hour threshold; the results of the model shall be analyzed for impacts on the Metropolitan Transportation System and shall be incorporated in the environmental document.
- forward to the CMA all notices of preparation, draft environmental impact reports/statements, final environmental impact reports/statements, and final disposition of the general plan amendment/development requests.
- work with the CMA on the mitigation of development impacts on the metropolitan transportation system.
- biennially provide an update (prepared by the jurisdiction's planning department) of the estimated land uses likely to occur by utilizing ABAG's most recent forecast for a near-term and far-term horizon year; this land-use information will be provided in a format that is compatible with the countywide travel model.

In addition, each local jurisdiction must demonstrate to the CMA that the land-use program is being carried out by September 1 of each year.

⁴ California Government Code Section 65089.7

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